



VTrans Fall 2022 Transportation Alternatives (TA) Grant Application

Thoroughly read the ***Vermont Transportation Alternatives Fall 2022 Application Guide*** before you begin your application. It includes important program information and step-by-step instructions. Pay particular attention to the application process requirements. **Applications are due in hand or by e-mail by December 14, 2022.** Please e-mail the completed application to:
Scott.robertson@vermont.gov

Staso Road Salt & Sand Shed
(Project Name/Title)

(802) 468-5319 ext. 203
(Phone)

Michael A. Jones
(Municipality contact person responsible
for the management of this project)

manager@castletonvt.org
(e-mail address)

Castleton
(Town)

\$ 300,000
Amount of **Federal Funds requested** (no more
than 80% of the project cost estimate).

05732
(Zip Code)

\$ 75,000
Amount of Local Match. Example:
Federal Award = \$300,000 (80% of total)
Local Match = \$75,000 (20% of total)
Total Project Cost = \$375,000 (100% of the total)

263 Route 30N, Bomoseen, VT 05732
(Mailing Address)

County: Rutland

Town/Village/City: Castleton, Town of

Specific location, street, or road: 393 Staso Road

Regional Planning Commission: Rutland

If a linear project, what is the length in feet? 328 feet

Is the project on or intersecting to a State maintained highway? Yes ☐ No ☒

- Note: If yes, be sure to include documentation that you have notified the VTrans District Transportation Administrator of the intent to apply for TA funding and have provided them with a brief (one paragraph) description of the proposed project.*

Project type being applied for: ☐ Scoping ☒ Design/Construction

The municipality understands that a typical construction project utilizing Transportation Alternatives Program funds will take roughly three years (min.) in the Design and ROW phases prior to going to construction (as pointed out in the TA Program Application Guide)? Yes ☒ No ☐

Does this project have a previously completed scoping or feasibility study? Yes ☒ No ☐

Note:

Attach a map(s) of the project area and clearly show the limits of the project as well as surrounding benefits from the proposed improvement. If the project is within or adjacent to a designated downtown, village or growth center, clearly indicate the relationship of the proposed project to the boundary of the designated area. Color photos of the area are also recommended.

See attached scoping study for site maps.

Fiscal Information:

Accounting System Automated ☐ Manual ☐ Combination ☒

SAM Unique Identifier # VLHBTNGH3YP1

Fiscal Year End Month June 30

Property Ownership:

If the proposed project is on private property that will need to be acquired by the Municipality through purchase, easement, or eminent domain (includes temporary construction rights) in accordance with the "Uniform Act", then the municipality is committed to exercising its right of **eminent domain** to acquire the rights to construct the project if necessary. Yes ☐ No ☒

Funding:

Does this project already have existing funding? If so, please describe. Yes ☒ No ☐

The Town has the matching funds for the project. No other funding source already exists.

Will you accept an award less than you applied for? Yes ☐ No ☒

- If yes, please indicate whether local funds will be used to make up the shortfall, or if the project scope will be reduced. If the project scope is to be reduced, describe what part of the project (please be specific) you would accept partial funding for.

If additional funds are required beyond the budget and anticipated grant, we will either reduce the size of the building or use additional funds to meet the increased costs. The Selectboard discussed the grant and the monetary shortfall at a regularly warned meeting on 12/12/2022. The Selectboard is aware of the shortfall and directed the Town Manager to proceed knowing that there may be additional costs. The Town can do most, if not all, of the site work preparation, earth moving, road construction, lay fabric, and do the landscaping at the end of the project. This in-kind work will help reduce some costs as well.

A support letter from the governing body of the applicant municipality or organization and an acknowledgement and source of the local match and commitment to future maintenance responsibility

for construction projects is required (must be dated within 1 year of the application). Is a letter of support attached?

Yes ☒ No ☐

Regional Planning Commission Letter of Support:

In order to apply, the project must have a letter of support from the regional planning commission. Is a letter of support attached?

Yes ☒ No ☐

Application Scoring Criteria:

1. Please give a brief description of the project (be sure to indicate the primary facility type being applied for and be concise). (10 points max.)

The Town of Castleton is applying for the TAP Grant for Environmental Mitigation Activity Related to Stormwater and Highways.

The project will involve stormwater mitigation associated with the project area with the focus on replacing the existing salt shed with a large building that can store all the material the town would require in a season. A location for public salt and sand pick-up would also be designated at this location. The grant funds will support the engineering/design and construction of a salt and sand shed to replace an out of date and undersized salt shed. The Town uses on the average 1000 tons per year and the current shed is only able to hold 80 tons. The Town leases a building a few miles away from the highway garage to store 1000 tons of salt. The lease agreement expires in June 2024, so the Town is anxious to build a new salt storage facility before that time.

The proposed salt and sand shed is located entirely within the footprint of existing impervious surfaces, therefore, no additional treatment volume beyond the existing would be required to meet the 9050-stormwater permit. As stated in Option #2 of the scoping study, the site would be brought into state stormwater compliance by directing the existing stormwater conveyance systems throughout the site to treatment locations before discharging off site.

Currently, the Town loads trucks with winter road salt from the small storage shed that is in the project area on Staso Road, which stated above only holds 80 tons of salt. During a "normal" winter, the Town averages 800-1000 tons of road salt, meaning many trips back and forth during the winter to continually restock the small shed with the 80 tons of salt it can hold. The effect of the constant handling is continual spillage during the loading and unloading of the salt with a front-end loader to either restock the small shed (the one we are looking to replace) or spilled when filling trucks from the shed with the loader. The salt that is spilled on the ground is then run over by the trucks and the loader, crushing it, and making it finer over time. This salt is then transferred by vehicle tires and stormwater runoff throughout the entire year to the roadway. The salt then gets washed off the roads and collects in the ditches that parallel Staso Road and during rainwater storm events, it flows into the cross-drain culverts which discharge near the Pond Hill Brook. The building of a single structure that will allow trucks to load and unload totally inside the structure will reduce waste of the materials and keeps contains it under cover and less likely to be washed or carried into Pond Hill Brook.

The Town also uses approximately 3500 cubic yards of sand during the winter months. Currently, the sand is stored in an uncovered pile. A new salt and sand shed will also bring our outdoor sand pile under cover, eliminating runoff, product loss, and will reduce the amount of sediment stormwater washes into the ditches and over to Pond Hill Brook. It should also reduce the buildup of sand going into the ditches and culverts and clogging them.

2. What is the feasibility of this project? Feasibility (or Scoping) study applications will not be scored on this criterion. Also, please describe the extent of project development completed to date. (10 points max.)

The Selectboard sees this as a totally feasible project. The Town has already completed some site planning, civil engineering, and cost estimating for the structure using local funds. We have cleared the portions of the site, installed new culverts, catch basins, check dams, splash pools, and swales to channel and treat stormwater runoff. The Town Manager, DPW Director, and Highway Foreman have started engaging different companies for pricing of engineered buildings. firms (Greystone and Clear-Span) including site development costs and developed a comprehensive budget for the project. We have matching and additional funds set aside to meet the full costs should we receive this grant.

The Town, in cooperation with the Poultney Mettowee Natural Resources Conservation District and Fitzgerald Environmental Associates, have made good progress in addressing existing stormwater runoff and taking steps to mitigate it from flowing directly to Pond Hill Brook. These efforts are also proactive steps to comply with VTDEC's three-acre stormwater rule by implementing stormwater treatment at the transfer station facility. The Transfer Station shares a small footprint on Staso Road where the salt shed and uncovered sand pile current sit.

The Castleton Highway Department replaced a 24" culvert replacing a culvert and ditching vicinity to the highway garage (273 Staso Road) which is located adjacent to the Transfer Station at 393 Staso Road. The road segment between the highway garage and the current salt shed lies in a road segment that is classified as "high priority" on our road erosion inventory and due to the work done by the Town's highway crew, it is now in compliance with MRGP standards. It still must be updated in the database.

The Town continues to use in-kind labor and equipment to do the work, as well as the Highway Department's operations budget, to complete some of the stormwater mitigation and treatment methods identified in the Castleton TAP TA 19(3) Staso Road Stormwater Scoping Study completed by MSK Engineers in 2022.

The Town has begun working on site planning and soliciting cost estimates for engineering/design of the structure using local funds. The majority of the site is level and cleared. The Town Manager, DPW Director, and the Highway Foreman have collaborated and decided on two designs and have started reaching out to two firms/contractors who specialized in engineered buildings. The vast majority of them do the building engineering and prices include the concrete walls and slab. We will continue to analyze pricing and develop a comprehensive budget for the project. We have matching funds set aside, but depending on pricing, the Town may have to reduce the size of the proposed facility, which is not ideal. Also, additional funding needed to make the project whole, it is included on potential uses of American Rescue Plan Act (ARPA) funding that the Selectboard hasn't committed to yet.

The Town is ready to begin the process and the funding through the TAP Grant will provide the catalyst to get the project moving forward.

3. Does this project address a need identified in a local or regional planning document? If so, please describe. (5 points max.)

The Town of Castleton has completed a Stormwater Scoping Study with MSK Engineers and Fitzgerald Engineering. See attached. This process included full site planning, public information sessions and multiple selectboard meetings over a 2-year period. The plan was developed for both stormwater mitigation and a new

Salt/Sand Shed. The Town has not selected a final design for the salt/sand shed, but the Town has done work within the area covered in the scoping study to improve stormwater collection and treatment. The Town must comply with Act 64 9050-Permit for three acres of impervious surface. This is addressed in the Castleton TAP TA 19(3) Staso Road Stormwater Scoping Study. The Town’s highway crew is proactively planning for the VTDEC’s three-acre stormwater rule by implementing stormwater collection and treatment as part of normal operations.

The Castleton Town Plan emphasizes that *“Careful planning is essential for community facilities and services in order to meet local health, safety, and welfare needs and community goals for future growth. If the facilities are at capacity, further development may strain them, causing financial burdens and environmental problems”* (Page 11, Town Plan). The Town Plan highlights the Castleton Highway Department as a valuable community facility and service as the Department is responsible for the maintenance and improvements of 72 miles of town roads, including sanding and salting during inclement weather.

The alternatives presented in this report also meet the broad goals for the future use of land as outlined in the Rutland Regional Plan (Page 27):

- * *To maintain and improve the accessibility, livability, and viability of existing built-up areas.*
- * *To protect the natural environment and its economic, ecological, sociological, psychological and aesthetic benefits.*

Furthermore, the proposed alternatives will support the objectives of the Rutland Regional Plan to protect water quality through effective stormwater management practices (*Chapter 15: Water Quality*).

- 4. Does this project benefit a State Designated Center per the link below (i.e., downtowns, villages, or neighborhood growth centers recognized by the Vermont Department of Economic, Housing and Community Development)? (10 Points Max.)**

<http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>

No, it does not.

- 5. Provide a project cost estimate below (project costs below include both federal dollars and local dollars). Projects will be scored based on whether the cost appears realistic for the size and scope of the project. For scoping studies, use PE and Local Project Management lines only.**

Note: If you are applying for additional funds for an existing project, show the amount being requested for this grant in the PE, ROW, Construction, Construction Engineering, and Municipal Project Management rows below. Also, be clear regarding total project cost and other funding amounts and sources in the additional funding comments box below. (10 points max.)

Preliminary Engineering (PE) (Engineering, Surveying, Permitting)	<u>\$0,00 (will use Town funds)</u>
Right-of-way / Acquisition (ROW) (appraisals, land acquisition and legal fees)	<u>\$ 0.00 (Not applicable)</u>
Construction (construction costs with reasonable contingency)	<u>\$ 716,508.00</u>
Construction Engineering (cost to provide inspection during construction)	<u>\$ 62,305</u>

*Municipal Project Management Costs
(minimum of 10% of total PE, ROW and Construction
Phases).*

\$ 71,651

Total Project Cost **\$850,464**

Addition Funding Comments: (ex. Total and additional funding for existing projects)

The Selectboard acknowledges the funding shortfall and agrees to move the project forward. If it requires reducing the scale of the building, that is one option. The Town foresees this project taking two years to complete, therefore there is adequate time to decide on how to specifically fund the project if we receive the full grant amount. The Town is committed to seeing the project to completion and fund the shortfall without having to bond it or ask the voters for special funding.

- 6. Select the eligibility category below (A, B, C or D) that best fits your project and answer the corresponding questions for that category (choose only one category). 10 bonus points will be awarded to projects that are primarily Bicycle or Pedestrian facilities.**

☒ **C. Environmental Mitigation Activity Related to Stormwater and Highways**

- i. Please describe how this application provides environmental mitigation relating to stormwater and highways. (10 points max.)**

Replacing the existing salt shed with a large building that can store all the material the town would require in a season will limit any earth moving necessary for the footprint of the new building. This will limit disturbing the surrounding area, which is vegetated and provides natural soil stabilization and absorbs/filters stormwater runoff.

The proposed salt and sand shed is located entirely within the footprint of existing impervious surfaces, therefore no additional treatment volume beyond the existing would be required to meet the Vermont Clean Water Act (Act 64), 9050-stormwater permit.

Additionally, as part of this project, the site would be brought into state stormwater compliance by directing the existing stormwater conveyance systems throughout the site to treatment locations before discharging off site.

- ii. What information or data is provided to substantiate the current stormwater problem and associated environmental impacts? (10 points max.)**

The Scoping study provides substantiating data the current stormwater problem and associated environmental impacts. That study is attached.

- iii. What substantiating data or information is provided to show that the proposed application is an effective and maintainable solution to the problem? (10 points max.)**

The Scoping Study provides substantiating data showing the proposed application is an effective and maintainable solution to the problem. That study is attached.

